

The Hongkong Telegraph.



No. 335.

THURSDAY, FEBRUARY 22, 1883.

SIX DOLLARS PER QUARTER.

For Sale.

LANE, CRAWFORD & CO.

RACE SADDLES.

JOCKEY WHIPS.

PONY HARNESS.

RACING SCARVES.

HATS, IN NEWEST SHADES.

KID GLOVES.

FRENCH SHOES AND BOOTS.

LATEST HOSIERY AND SHIRTS.

LANE, CRAWFORD & Co.

Hongkong, 15th February, 1883. [296]

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000, EQUAL \$833,333-33-
RESERVE FUND.....\$70,858-27.

BOARD OF DIRECTORS.

LEE SING, Esq.,.....LEE YAT LAU, Esq.,
LO YEOK MOON, Esq.,.....CHU CHIK NUNG, Esq.,

MANAGER.—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [501]

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000-00
PERMANENT RESERVE.....Tls. 230,000-00
SPECIAL RESERVE FUND.....Tls. 290,553-95

TOTAL CAPITAL and
ACCUMULATIONS, 8th
May, 1882.....Tls. 940,553-95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.
J. H. FINCHAM, Esq.,.....W. METERINK, Esq.,
A. J. M. INVERARITY, Esq.,.....G. H. WHEELER, Esq.,

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all
parts of the World.
Subject to a charge of 12 per cent. for Interest
on Shareholders' Capital, all the PROFITS of the
Underwriting BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 23rd January, 1883. [83]

THE Underwritten have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN
SHIPPING.

Agents.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [457]

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN
Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [106]

Intimations.

WANTED.

A SITUATION as CLERK, BOOK-
KEEPER, or GENERAL ASSISTANT,
by a young man who has had ten years experience
in China and Japan. Speaks French, English,
German, Italian and Japanese. Moderate Sal-
ary required. First-class references.
Apply to

B. C. A.,

Care of Hongkong Telegraph Office.

Hongkong, 13th February, 1883. [139]

WANTED.

A SITUATION as OFFICE ASSISTANT or STORE-KEEPER.
Address—

M. E. G.,

Care of Hongkong Telegraph Office.

Hongkong, 15th December, 1882. [19]

Notices of Firms.

NOTICE.

I HAVE This Day PURCHASED the GOOD-
WILL and STOCK-IN-TRADE of W. P.
MOORE'S HAIR DRESSING SALOON, Hongkong
Hotel. I trust to meet the same Patronage so
liberally bestowed upon my Predecessor.

J. P. MARMANDE,

Hongkong, 25th January, 1883. [92]

To be Let.

TO LET.

A TWO STOREY HOUSE (6 Rooms)
in Mosque Junction. The above has Gas
and Water laid on; and immediate possession
can be had.

For Particulars apply to

D. NOWROJEE,

Hongkong Hotel.

Hongkong, 27th November, 1882. [18]

TO LET,

WITH IMMEDIATE POSSESSION.

FOUR LARGE ROOMS in Blue Buildings,
Wanchai, (opposite the Long Pier) lately
occupied by Mr. H. Joyce.

Apply to

H. H.,

Care of Messrs. SAYLE & Co.

Hongkong, 29th January, 1883. [103]

TO LET.

NO. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL,
lately occupied by PACIFIC MAIL STEAMSHIP
COMPANY.

No. 9, SEYMOUR TERRACE.
No. 25A, PRAYA CENTRAL.
No. 10, HOLLYWOOD ROAD.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 10th February, 1883. [17]

Intimations.

HONGKONG RACES—1883.
RULE 15.—ADMISSION to the GRAND STAND
and ENCLOSURE for GENTLEMEN being
Subscribers of \$10, or upwards, to the Fund,
Free; for Non-Subscribers, \$5 for the Meeting.
For Admission to the NEW STAND \$1 per
dem.

RULE 16.—Tickets of Admission to the
GRAND STAND and ENCLOSURE to be had
on Application to J. THURBURN, Esq., Hon.
Treasurer, and at the Gate on RACE DAYS.
No one admitted without a Ticket, to be shown
to the Gate-keeper.

H. J. H. TRIPP,

Clerk of the Course.

Hongkong, 19th February, 1883. [150]

THE UNION INSURANCE SOCIETY

OF CANTON, LIMITED.

NOTICE is hereby given that under the
Provisions of the Articles of Association
of the Company, an EXTRAORDINARY
MEETING OF SHAREHOLDERS will be
held at the Offices of the Company, Peddar's
Wharf, Victoria, Hongkong, on SATURDAY,
the 3rd day of March Next, at TWELVE O'CLOCK
NOON, for the purpose of re-arranging the
Regulations of the Company by passing a Special
Resolution whereby the present Articles of
Association of the Company are proposed to be
cancelled and expunged from the Regulations
of the Company, and New Articles of Association
be adopted and substituted in lieu of and exclusion
thereof.

And Notice is hereby given that a Copy of
the proposed Resolution and of the proposed
New Articles of Association can be seen by any
Shareholder at the Company's Offices, in
Victoria, before the date appointed for holding
the said Meeting.

By Order of the Board.

DOUGLAS JONES,

Acting Secretary.

Hongkong, dated the 21st day of February,
A.D. 1883. [151]

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS will be
held in the Offices of the Company, No. 14,
Praya, Central, on WEDNESDAY, the 7th
March, at THREE O'CLOCK P.M., for the purpose
receiving the Report of the Directors and a
Statement of Accounts to 31st December, 1882.
The TRANSFER BOOKS of the Company will
be CLOSED from the 22nd instant to the 7th
prox. inclusive.

By Order of the Board of Directors.

D. GILLIES,

Secretary.

Hongkong, 15th February, 1883. [143]

LOST.

AT the RACECOURSE on SATURDAY,
January 27th a RACE GLASS. The
Finder will be Rewarded on RETURNING the
same to

W. M.,

Care of Hongkong Telegraph Office.

Hongkong, 5th February, 1883. [121]

F. D. GUEDES.

WINE MERCHANT AND GENERAL
COMMISSION AGENT.

No. 5, D'AGUILAR STREET.

HAS always on hand a large assortment of
CHOICE WINES of the best quality, at
Moderate Prices.

Hongkong, 2nd October, 1882. [663]

GUEDES & CO.

PRINTERS, STATIONERS, AND
BOOKBINDERS.

D'AGUILAR STREET.

EVERY KIND OF WORK EXECUTED WITH
ACCURACY, NEATNESS, AND DESPATCH.

ON VERY MODERATE TERMS.

SELECTED MATERIALS FOR
MARKET REPORTS.

Book-binding and Ruling in every style executed
at low rates. Workmanship Guaranteed.

Hongkong, 2nd August, 1882. [4]

Intimations.

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO. ARE SHOWING.

WITH A VIEW TO REDUCING OUR STOCK TO MAKE ROOM FOR NEW GOODS
WE ARE OFFERING FOR ONE WEEK ONLY.

FANCY CHECKED DRESS MATERIALS.....@ 15c. PER YARD USUAL PRICE 25c.
INVISIBLE CHECKED Do.....@ 15c. do. do. 25c.
POMPADOUR DELAINES Do.....@ 20c. do. do. 65c.
ROUGH & READY SERGES Do.....@ 20c. do. do. 30c.
CHECKED MOHAIRS Do.....@ 30c. do. do. 45c.
TERRA COTTA & OTHER STRIPED SATINETTES.....@ 50c. do. do. 75c.
FANCY VELVETEENS.....@ 35c. do. do. 50c.

LADIES SHOES.....@ \$1.25 PER PAIR do. \$2.50
LADIES SHOES.....@ \$1.50 do. do. \$2.50
LADIES SHOES.....@ \$1.75 do. do. \$2.82.

N.B.—JUST OPENED A CASE OF ATKINSON'S SCENTS.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 6th February, 1883. [69]

ROSE & CO.

31 AND 33, QUEEN'S ROAD CENTRAL.

HAVE JUST RECEIVED A CHOICE VARIETY

OF FRENCH AND ENGLISH TWEEDS

FOR GENTLEMEN'S SUITINGS

CASHMERE AND ANGOLA NOVELTIES

ALL OF WHICH ARE SHUNK READY FOR MAKING UP.

GENTLEMEN'S FINEST HATS (Christie's) the latest shapes.

WHITE AND COLOURED SHIRTS.

LINEN COLLARS AND FANCY SCARVES.

GENTLEMEN'S HOSE in great variety.

UNDERSHIRTS in Balbriggan, Merino, Cashmere and Lambswool.

GENTLEMEN'S KID GLOVES & BUTTONS.

UMBRELLAS AND WALKING-STICKS.

LADIES' DEPARTMENT.

DRESS GOODS IN CASHMERE, FANCY WOOL AND OTHER TEXTURES.

BROCADED GAUZEES AND GRENADINES.

CASHMERE EMBROIDERED COSTUMES.

BRAIDED JACKETS, CLOTH MANTLES.

RICH BROCADED SILKS.

COLOURED BROCADED SILKS AND MOIRE'S.

LADIES' KID GLOVES 2, 4, 6, 8, and 12 BUTTONS.

FANCY JET GOODS in endless variety.

LADIES' AND GENTS' CAMBRIC HANDKERCHIEFS.

LADIES' AND CHILDREN'S UNDERCLOTHING.

HOSIERY AND CORSETS.

HABERDASHERY, UMBRELLAS, AND SUNSHADES.

&c., &c., &c., &c., &c.

A LIBERAL DISCOUNT FOR CASH PAYMENT.

ROSE & CO.

31 & 33, QUEEN'S ROAD—HONGKONG.

Hongkong, 2nd February, 1883. [579]

"NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

JUST RECEIVED.

THE FOLLOWING MUSIC EX STEAMSHIP

"GLENEAGLES"—

Les Siénces—Valse, by E. Waldteufel.

My Queen—Valse, by E. Waldteufel.

Messenger of Love—Valse, by C. Coote Jr.

Dolores Valse—by E. Waldteufel.

Officers' Valse—by C. Coote Jr.

ALSO THE FOLLOWING ROYAL EDITIONS OF OPERAS, WITH VOCAL AND

PIANOFORTE SCORES, IN ENGLISH AND ITALIAN.

Lucia di Lammermoor—by Donizetti.

Don Pasquale—by Donizetti.

Lucresia Borgia—by Donizetti.

L'Elisir d'Amore—by Donizetti.

La Favorita—by Donizetti.

Manon—by Auber.

Le Sonambule—by Bellini.

Norma—by Bellini.

Il Barbiere—by Rossini.

I Puritani—by Bellini.

Le Premier Pas—Polka, by C. Coote Jr.

Trial by Jury—by A. Sullivan.

H.M.S. Pinafore—by A. Sullivan.

Ever of Thee—Song, by Foley Hall.

Semiramide—by Rossini.

Faust—by Gounod.

Gil Ugonotti—by Meyerbeer.

Satanella—by Ballo.

La Traviata—by Verdi.

Rigoletto—by Verdi.

Un Ballo in Maschera—by Verdi.

Il Trovatore—by Verdi.

Cerny's 101 Exercises.

Farmer's Pianoforte Tutor.

S. MEYERS,

MANAGER.

Hongkong, 14th February, 1883. [58]

W. BREWER.

PUBLIC CIRCULATING LIBRARY.

HAVING long felt the need of a PUBLIC CIRCULATING LIBRARY in Hongkong,
I have determined, should a sufficient number Volunteer to Subscribe to it, to
form a Library on the same basis as Circulating Libraries are formed in England, and
from my Experience in such matters in England, I feel certain that I can form and
conduct a Library satisfactorily to all. My Experience in the East Teaches me that
the principal demand would be for LIGHT LITERATURE, and the Ordinary 3-Volume
English Novels would therefore preponderate, at the same time Works of any interest on
Science, Biography and Travel would find their place on the Library Shelves.

THE SUBSCRIPTION WOULD BE \$15 PER ANNUM FOR A SINGLE
SET OF BOOKS.

Willing Subscribers will kindly send in their Names as early as possible in order
that some estimate might be formed of the probable success of the Scheme.

W. BREWER,
QUEEN'S ROAD.

Hongkong, 25th January, 1883. [703]

For Sale.

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON
AERATED WATERS.

7, BEACONSFIELD ARCADE,
(Opposite the City Hall)

Having Purchased the entire Machinery of the
late Mr. E. CHAMBERLAIN'S
SODA WATER FACTORY
is now prepared to execute the largest orders
for every description of Aerated Waters with
promptness and despatch.

SUPERIOR QUALITY
IS GUARANTEED.
Consumers are invited to try these carefully
Manufactured

SPARKLING WATERS.

THREE DOZEN FOR ONE DOLLAR.

All Orders and Communications should be ad-
dressed to The Factory.

7, BEACONSFIELD ARCADE.
Hongkong, 11th April, 1882. [121]

For Sale.

G. FALCONER & CO.

WATCH AND CHRONOMETER
MANUFACTURERS

AND
JEWELLERS.

NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.

No. 45, QUEEN'S ROAD CENTRAL. [434]

WILLIAM SCHMIDT & CO.

GUNMAKERS & AMMUNITION

DEALERS,
BEACONSFIELD ARCADE.

Arms, Ammunition, and Requisites of
every description.

Arms Repaired, Cleaned, or Converted at
moderate charges.

Sparring Guns and Ammunition Always
on hand.

Amusements.

ROYAL ITALIAN OPERA.

THEATRE ROYAL.

CITY HALL, HONGKONG.

ON
SATURDAY EVENING,
THE 24TH INSTANT,
THE LAST AND FAREWELL
APPEARANCE OF THE COMPANY,
FOR THE BENEFIT OF
SIGNORA SILINI.

AND
SIGNORA BERTOLINI,
when the following Attractive Programme will
be presented:

PART I.
FOURTH ACT OF MARCIETTI'S OPERA
"RUY BLAS."

Characters by Signora SILINI and PETROVICH

and Signori CIOCCI and PETROVICH.

INTERVAL OF TEN MINUTES.

PART II.

Intimations.

A. S. WATSON & CO.
 INVITE INSPECTION OF A WELL
 SELECTED STOCK OF
**FANCY CHRISTMAS
 GOODS,**
 COMPRISING—
 CHRISTMAS AND NEW YEAR CARDS
 IN GREAT VARIETY.
 SWEETS AND CONFECTIONERY.
 FANCY SATIN COVERED BOXES.
 CUT GLASS TOILET BOTTLES.
 CHRISTMAS CARD ALBUMS.
 IVORY BACK HAIR BRUSHES.
 SCIENTIFIC TOYS.
 ATKINSON'S, HENDRIE'S, AND LUBIN'S
 PERFUMES.
 &c. &c. &c.
A. S. WATSON & Co.,
 CHEMISTS, DRUGGISTS,
 AND
 PERFUMERS.
 THE HONGKONG DISPENSARY.
 ESTABLISHED 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to questions, advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 22, 1883.

Writing on the question of the policy of the British Government towards Egypt the writer of the financial article in the *Overland Mail* says:—"The Nile has at length begun to brew political trouble. Every one felt sure it would. Every one was aware that Tel-el-Kebir and the capture of Cairo were not the endings but the beginnings of our difficulties. It was not upon this question that authorities were disagreed, but upon the secondary question—how long the preliminary stage of quiescence would last. Here opinions were utterly at variance. Some speculators operated upon the assumption that England would declare her policy almost immediately, and that then the bickering and discord which invariably precede European war would break out. These "too early birds" sold and lost. Parliament opened, but Mr. Gladstone's anticipated enunciation was not forthcoming. Others thought the day of reckoning might be delayed a month or two, until the autumn session was fairly advanced; while others again, judging the speed of the Diplomatic coach by the past, allowed Europe three or six months' rest. Nearly four months have passed since the final shot was fired, and until now the peace of Europe has been unbroken, except by a few distant rumblings foretelling the coming convulsion. Until this country speaks its mind, neither France nor any other Power can interfere. Semi-official journals may throw out mysterious hints, and indicate lines of hostile action, which may have to be taken in the event of certain contingencies arising; quasi-official utterances may define those cases in plainer language; and the outside press may rave and rant; but, until the broad lines of the English programme are well understood at all the Continental Chancelleries, the forces which agitate Europe must remain pent up. Even at this distance of time we cannot fathom Mr. Gladstone's future policy.

Possibly his Cabinet, like the Cabinets of other foreign Powers, has formed no definitive programme as yet, and will simply let the current of events direct their course. What we do know is what every sensible person has felt from the first: The Dual Control is dead, and France is trying in vain to make a diplomatic Lazarus of it. No politician supposed for a moment that the French nation would allow itself to be allyed off in Egypt, even although that effacement was self-sought. When the French fleet ostentatiously steamed out of Alexandria harbour the Law of Liquidation was practically annulled, the Dual Control was a thing of the past. Yet Gallic Chauvinism persists in claiming that both survive. The futile attempt to obliterate all record of last autumn is no surprise. But until our policy is thoroughly developed the French people will only fret and fume; they will decline all our proposals for a settlement of Egyptian affairs, on the ground that they abrogate, as they necessarily must, the Law of Liquidation—a document settled by a conclave of the European Powers; they will also refuse to draw up any propositions of their own, on the ground that none are required, the former order of things having revived with the re-establishment of the Khedivial authority. Having an utterly bad case, their prints will revile and abuse us after the manner of Old Bailey lawyers, and here the matter will rest—for a time, at least.

France has no desire to quarrel with us, nor we with France. If she does, upon what ally can she count in her unjust cause? Europe has recognised the change wrought in Nile affairs by England's sacrifices, and will allow us to take some reward, the same as it would have allowed France had her soldiers and her blood bought the pacification of Egypt. This the French nation appreciates as well as ourselves; nevertheless, it diplomatically declines to admit our rights to recompense.

What will our Government do in the emergency? The courses of diplomacy have come to a deadlock; thanks to the vacillating policy pursued by the Gladstone and Freytag ministers. Our Cabinet enters the tilling ground with its arms shackled by a thousand and one silly and impossible promises as to forbearance and disinterestedness of motives. France, by abnegating her position on the Delta and leaving us to fight the battle alone, has accomplished the "Davenport trick" only too well. She cannot untie the self-tied rope: she cannot unloose her hands except by lacerating her flesh. The *Pall Mall Gazette* blames the *Standard* for telling what is nothing else but the truth: "The period of misunderstandings, disappointment, not to say recrimination, has at length arrived." As our contemporary justly says, "It became inevitable from the moment that while we went forward France hung back." It is quite reasonable to urge that in a critical moment like the present all "wanton provocations of French amour propre" should be avoided; but is it wrong, or even undesirable, to state a fact which every one realises? There will be "misunderstandings," there will be "disappointments," there will be "recriminations," until our programme is elaborated and has received the sanction of Europe. It is all very well to say with the *Pall Mall*, "We are not going to endanger a position of great responsibility in Egypt by flaunting in the face of all the Powers our determination to exploit Egypt single-handed for our own gain." No more we are, yet France adheres to the Dual Control, and sedulously declines to entertain any offer of compromise. How shall we act? Give way and reinstate the dead? That is admitted as impossible. Yet we are told "there is nothing single-handed or anti-French" in abolishing the Dual Control. France, however, persists in saying there is.

TELEGRAMS.

LONDON, February 20th.
 PARLIAMENTARY OATHS.
 The House of Commons has read a first time a Bill for affirmation.

THE DUBLIN PRISONERS.
 The Dublin prisoners have been committed for trial.

LOCAL AND GENERAL.

At a meeting of the directors of the Glasgow Chamber of Commerce the secretary read a letter from Mr. Colquhoun in reference to his proposed exploration in Western Asia, in which he suggested that a sum of 7,000l. should be raised for this purpose by subscription, and that four of the leading Chambers of the country—London, Manchester, Liverpool, and Glasgow—should subscribe a minimum of 600l. each. It was agreed to take up the suggestion at the next meeting.

THE general annual return of the British Army for the year 1881 is issued as a Blue Book. From this it appears that the average strength of the army in 1881 was 188,798, as compared with 188,986 in 1880, and 191,290 in 1879. The effective strength on Jan. 1, 1882, was 189,133, as compared with 188,958 on the corresponding date of 1881, and 191,804 in 1880. Of the recruits who joined the regular army during 1881, 14,419 were under, and 11,761 over twenty years of age. 933 were under seventeen, 77 between seventeen and eighteen, 3,901 between eighteen and nineteen, and 9,508 between nineteen and twenty, while 249 were twenty-five and upwards. 996 of the total deserted within three months of enlistment. During 1881, the total number of deserters was 4,412; of these, however, 3,353 rejoined, 2,434 of the total had not served for twelve months.

THE following story is current about the late General Chanzy:—Before joining St. Cyr School the future General-in-Chief of the Second Army of the Loire belonged for some time to the French navy, and was found rather unruly. One day in 1870, when he commanded the 16th Corps, an old naval captain said to him, "General, thirty years ago I had a certain young fellow named Chanzy under my orders who, as far as I can remember, was a self-willed young scamp. Was he any relation of yours?" "I was the individual," replied the General, smiling.

At a banquet held at Dundee on Jan. 10, Lord Dalhousie, replying to the toast of the House of Peers, said Lord Beaconsfield, on entering the House, declared that he was in Elysian Fields. It was scarcely fair to describe the House of Lords as an Elysian field, for it did a considerable amount of work. There was the slightest chance of ever having a Liberal majority in the Lords; but the House had been raised in the opinion of the country by its action at the end of last Session in refusing to follow the Conservative leader in connection with the Arrears Bill.

Says "Gil Blas" in the *Overland Mail*:—"A new light has recently been thrown on a familiar text of Scripture. The other day the inmates of a Surrey workhouse had an economical feast, and the dining-hall was decorated with mottoes. One of these was "God bless the Guardians," and underneath was the interpretation thereof, "For of such is the Kingdom of Heaven." It is not easy to imagine anything earthly which is suggestive of the heavenly than the typical "board," and it would be interesting to know the opinion of the pauper's fasters concerning the celestial characteristics of their hosts.

THE exact weight of Gambetta's brain is, it seems, 1,160 grammes. Though above the average it is not at all an unusual weight for the brain of a man of his intellectual power. Napoleon was a much smaller man, yet his brain weighed 1,245 grammes. Cromwell's brain weighed just fifty-five grammes more than this. He was in point of physique very much Napoleon's superior, of course; but this, after all, can have very little to do with the matter, for Byron, who was far from being a Hercules, had one of the largest brains of which we have any record. It weighed 1,400 grammes, 100 grammes more than Cromwell's.

It seems quite on the cards, remarks a contemporary, that before very long India may follow the example of Australia in challenging our English cricketers to a display of prowess in the field. Mr. E. Douglas Archibald, late Professor in the Dacca College, Bengal, has written to the *Globe* a letter full of most interesting information concerning the cricketing proficiency which has been acquired by his former students. Mr. Archibald says that the college team "composed (with the exception, perhaps, of one or two half-castes) entirely of natives," nearly always beat the English gentlemen of the station, "many of whom had played in their college or school elevens in England," a result which he attributes partly to their excellent fielding and terribly swift and accurate underhand bowling, and partly to the fact that "either because their shins are extraordinarily thick, or because they are insensible to pain, they actually stand up literally *sans culottes* to fast round-hand bowling." This is a description which is calculated to stir pleasantly the blood of an English cricketer sighing, like Alexander, for new worlds to conquer; and should a Bengali team find it possible to pay us a visit there is little doubt that it would have a warm welcome.

We regret to learn that the United States corvette *Ashuelot*, Commander H.E. Mullan, was totally lost on Monday morning last, on the East Lamrocks, while running from Amoy to Swatow. The *Ashuelot* has been on the China Station for some considerable time, and was generally looked upon as being somewhat of a floating coffin, and rather a disgrace than a credit to Uncle Sam's go-aheadness. It appears that the *Ashuelot* got a considerable distance out of her reckoning, owing to a strong current, and struck the East Lamrock rock near the spot where the *Yitso* came to grief. The shock at first did not seem to be very severe, but she rapidly commenced to fill and went down in a little over half an hour in about fifteen fathoms of water. Everything was done to get the boats out, but, unfortunately, the steam launch caused a rather lengthy delay, and before all the men could leave the ill-fated vessel she went down with fourteen hands, who were all drowned. The boats made for the lighthouse, one of them going on to Swatow for assistance. The Chinese revenue cruiser *Ching Fung* went out to render assistance and brought the remainder of the crew to Swatow, and they came on to Hongkong in Messrs. Douglas Laiprak & Co.'s steamer *Thalia*. We are not in a position to say much on this unfortunate affair at the present time, nor would it be just to do so, as there will, doubtless, be an enquiry into the whole of the circumstances connected with the loss of the vessel. The *Ashuelot* was a double ended of 785 tons, and carried six guns. Her complement consisted of twelve officers, 123 seamen, and 18 marines.

HONGKONG RACES, 1883.

SECOND DAY, THURSDAY, 22ND FEBRUARY.
 Stewards—H.E. W.H. Marsh, C.M.G.; H.E. Admiral Wiles, C.B.; H.E. Major-General Sargent, C.B.; Commodore Cumling, R.N.; Lieutenant-Papillon, R.E.; Lieutenant-Colonel Hobson, The Buffs; The Hon. P. Ryle; The Hon. F. B. Johnson; A. Coxon, Esq.; H. Hopple, Esq.; H. D. S. Forbes, Esq.; T. Jackson, Esq.; F. D. Sassoon, Esq.; W. H. F. Darby, Esq.; J. Thurburn, Esq., Honorary Treasurer. H. J. H. Tripp, Esq., Clerk of the Course.

The weather was again splendid, and the attendance even larger than yesterday. The racing was of a high class, most of the finishes being unusually exciting whilst the times recorded for the various distances were far in excess of anything previously registered in Hongkong. Half a dozen starters came out for the *Scurry Stakes*, and a favorite was quickly found in the second for the Derby, Reeper, the chesnut being freely backed against the field. The supposed good thing did not come off however, as First Flight made nearly the whole of the running, and won in a canter, the favorite having all his work cut out to beat Triumph. The start in this race was a wretched one, and it must be admitted that Mr. Coxon was in very poor form with the flag throughout the day. Odds of 2 to 1 were freely laid on Prejudice against Driving Cloud for the two miles Exchange Plate, but the pot again boiled over, as the old chesnut made the whole of the running, and won cleverly by two clear lengths in the remarkable time of 4 minutes 23 seconds, which is 5 seconds faster than the best Shanghai record. The Valley Stakes winner Opal had an easy task set him in the German Cup, winning without being called upon after leading his field for the last five furlongs. The outsider Satelella finished second, with Skeddaddler a fair third. The Foochow stable had a turn in the Parsee Cup, Mr. Tennant winning a good race on Wild Waif, with Triumph second and Chatterbox third. The Professional Cup produced a grand race, that game old racer Second Violin eventually beating Shell very cleverly indeed in the wonderful time of 2:40 4-5ths—which is another best on record for the Wong-nel-chong course. The first mile in this race was covered in 25 4-5ths—the fastest time for that distance ever done in this colony. The St. Andrew stable scored their third victory with Bandsman in the Tajmahal Purse, the second in the Ashley Cup beating the veteran Strathpeffer by two lengths after a fine race in the splendid time of 3:16—still another best on record. The Brokers' Cup also fell to the "blue and silver," Skeddaddler disposing very easily of Rebel and Bothwell when it came to racing. The last race of the day, the Flyaway Stakes, attracted only four starters to the post, amongst these being last year's winner Sunlight, who despite his 7 lbs. penalty for winning the Ashley Cup was installed a very hot favorite. Whatever chance Sunlight may have possessed was extinguished at the start, Mr. Coxon dropping his flag when Merry Monk was half a dozen lengths ahead of the other three. Mr. Allan taking advantage of this piece of good luck rode his pony from pillar to post, and won easily from Gang Forward in 1:33.

During the day the band of "The Buffs" played the following programme:—
 "Will never come back no more".....Miller, Derwent
 "Belairio".....Denison
 "La Bella Italia".....Strass
 "Soleil d'Or".....Sassoon
 "De Savoyards".....Lambie
 "The Travellers".....Vardi
 "Gloria".....Glen
 Full particulars of the day's racing are appended:—
 THE SCURRY STAKES, a Sweepstakes of \$5 each, with \$100 added, for all *bona fide* Grifins at date of entry; Subscription Grifins allowed 7 lbs. extra; of two races, 10 lbs. extra; and of three races, 15 lbs. extra; previous non-starters to carry 12 lb. extra; second Pony to receive 50 per cent. of entrance money; third Pony 25 per cent. One Mile and a Quarter.
 Mr. R. Fraser-Smith's b. Second Violin.....Mr. Brandt
 Mr. St. Andrew's gr. Shell.....Mr. Pond 2
 Mr. York's gr. Helios.....Mr. Tennant 3
 Mr. Paul's ch. Monteruma (7 lbs. ex.).....Mr. Nickels
 Mr. Paul's ch. Rose.....Mr. Aubert
 Mr. Bromhead's gr. Castigator Mr. Hutchings
 Mr. Proye's gr. Iroquois.....Mr. Jeyes
 After one break after the seven competitors left the post on even terms, but after going a hundred yards Helios was sent to the front, and cut out the work half a length in front of Iroquois. Monteruma and Second Violin following close together, the others lying off three or four lengths. The first quarter of a mile was covered in 31 seconds, and the half mile in 61 1/2, no changes having occurred in the above positions. At the gate on the far side Iroquois dropped away beaten, Monteruma and Second Violin immediately afterwards challenging Helios. The three leaders raced together until a quarter of a mile from home (time 2:6 4-5ths) where Second Violin led half a length. Half way down Mr. Brandt took a pull at the old bay, but being challenged vigorously by Mr. Pond on Shell, a grand race ensued, Second Violin eventually winning very cleverly by a neck in 2:40 4-5ths—the best on record for this distance in Hongkong. Helios was a good third; the rest of the field widely scattered.

THE TAJMAHAL PURSE, of 100 Sovereigns, presented by Mr. Paul, for China, Manila and Japan Ponies; weight for inches; entrance \$10; second Pony to receive 50 per cent.; third Pony 25 per cent. of entrance money. One Mile and a Half.
 Mr. St. Andrew's gr. Bandsman.....Mr. Pond 1
 Mr. York's gr. Strathpeffer.....Mr. Tennant 2
 Mr. Henry's gr. Rialto.....Mr. Reynell 3
 Mr. F. S. Gordon's dun Pizicato.....Mr. Brandt
 Mr. F. S. Gordon's gr. Allegro.....Mr. Gun
 Mr. Mat. Dawson's ch. Newmarket Mr. Nickels
 Mr. St. Vincent's b. Ambassador.....Mr. Bidwell
 Bandsman was backed at even odds against the field. At the second attempt the flag fell to a good start the ponies getting away well together; but after going a few strides Allegro, on a running making mission, went to the front and cut out the work at a fast pace, Strathpeffer lying second, Pizicato and Bandsman together third; and fourth, Rialto and Newmarket next and Ambassador last. Passing the Stand, Allegro was leading three lengths, Pizicato, Bandsman, and Strathpeffer, running in a line together, being his nearest attendants. Five furlongs from home Rialto rushed through and took a prominent place alongside Allegro, Strathpeffer at the same moment taking the lead. Coming down the hill to the village, Strathpeffer led by two lengths from Bandsman, Rialto at this stage being third, Newmarket, fourth, Pizicato fifth, Allegro sixth and Ambassador, beaten off, last. Half way down Bandsman challenged Strathpeffer, and immediately obtaining an advantage went on and won very easily by two lengths in 3:16—another fastest on record in Hongkong. Rialto was a good third, with Pizicato and Newmarket next, and the others tailed off.

THE GERMAN CUP, value 100 guineas, presented by members of the German Club, for Subscription Grifins only; weight for inches; entrance \$10; second Pony to receive 75 per cent.; third Pony 25 per cent. of entrance money. One and a Quarter Miles.
 Mr. Paul's gr. Opal.....Mr. Nickels 1
 Mr. St. Vincent's spid. Satelella.....Mr. Bidwell 2
 Mr. John Peel's gr. Skeddaddler.....Mr. Pond 3
 Mr. John Peel's gr. Lavender.....Mr. Aubert
 Mr. R. Fraser-Smith's gr. Bothwell Mr. Brandt
 Mr. R. Fraser-Smith's gr. Danley.....Mr. Gun
 Mr. Kennedy's b. Peanut.....Mr. Hutchings
 Mr. W. M. Morgan's dun Faugh-a-ballagh.....Mr. Essex
 After one false start the eight competitors were despatched on even terms, and kept well together until entering the straight where Bothwell drew ahead and came past the Stand leading by four lengths, the others following in a compact body. At the six furlongs starting post Opal came out of the crowd and gradually drawing upon the leader got his head in front on ascending the hill, and from this point quickly drew away, entering the straight with a commanding lead, which he maintained to the finish and won easily by four lengths. In a severe tussle for place honors the despised Satelella proved too much for Skeddaddler and Peanut these ponies finishing in the order named. Time, 2:52.

THE PARSEE CUP, value \$150, presented by the Parsee community, for China Ponies, being *bona fide* Grifins at date of entry; weight for inches; winners of one race at this meeting, 7 lbs. extra; of two races, 12 lbs. extra; Subscription Grifins, allowed, 7 lbs.; entrance \$5; Seven Furlongs.
 Major Bagstock's gr. Wild Waif Mr. Tennant 1
 Mr. St. Vincent's gr. Triumph.....Mr. Sampson 2
 Mr. Paul's gr. Chatterbox.....Mr. Hutchings 3
 Mr. F. S. Gordon's gr. Ghillie Callum (7 lb. ex.).....Mr. Gun
 Mr. F. S. Gordon's wh. Highland Fling.....Mr. Brandt
 Mr. Bromhead's gr. Blunder Blas.....Mr. Porter
 Mr. Paul's br. Sunrise.....Mr. Aubert
 Mr. F. S. Gordon's roan Scotch Reel Mr. Bidwell
 Mr. St. Andrew's b. Tallyman.....Mr. Allan
 Mr. Paul's wh. Sunshine.....Mr. Nickels
 Betting—Mr. Paul's stable against the field. After a lot of fiddling at the post the flag fell to another wretched start, Scotch Reel being left at the post, and several others, including Sunshine, Chatterbox, Tallyman and Highland Fling, were several lengths behind. Little Warlock was the first to show in front, and made running at a fast pace from First Flight and Dalesman, Wild Waif lying fourth, with the rest in straggling order. Mr. Murray's pony and First Flight were done with at the half mile post, where Wild Waif shot to the front, and led down the hill a length in front of Highland Fling, Triumph at the same time coming from the rear, and taking a prominent position on the extreme outside. The leader increased his advantage on entering the straight, and although hunted home by Triumph, Chatterbox, Scotch Reel and Highland Fling, Mr. Tennant landed his clever winner by a length and a half in 1:54. Triumph beat Chatterbox by a neck for second honors, Scotch Reel being close up with the last named.

cut out the work in front of Duggins, Peanut and Rebel until approaching the six furlongs starting post where Mr. Nickels sent the favorite to the van, and reared up the Black Rock hill with an advantage of about two clear lengths. Making the descent for the village Bothwell and Skeddaddler drew out from the rear, the former racing with Rebel for the lead until entering the straight, where Mr. Gordon's pony appeared to have the best of the struggle. At the mile post Mr. Allan made his effort on Skeddaddler and getting the best of his opponents in the run home won very cleverly by three lengths, Rebel beating Bothwell by half a length for second money, with the others tailed off. Time 2:16.

THE FLYAWAY STAKES, for all China, Manila and Japan Ponies; weight for inches; previous winners at this meeting, 7 lbs. extra; Subscription Grifins allowed 7 lbs.; entrance \$5, with \$100 added. Three Quarters of a Mile.

Mr. St. Andrew's dun Merry Monk Mr. Allan 1
 Mr. F. S. Gordon's gr. Gang Forward Mr. Brandt 2
 Mr. Paul's b. Sunlight (7 lbs. ex.) Mr. Nickels 3
 Mr. Henry's spid. Too Too.....Mr. Reynell 0

Sunlight and Merry Monk were each backed against the field. At the second attempt a wretched start was effected, Merry Monk having at least an advantage of half a dozen lengths from the other three, who were close together. At the half mile post (time for the first quarter 30 seconds) Merry Monk led by five lengths from Gang Forward, who was in turn about three lengths in front of Sunlight and Too-too. Going down the hill Gang Forward, gradually drew upon the leader, and a quarter of a mile from home (time 60 1-5th seconds) was on terms, both jockeys riding hard. A tremendous struggle ensued until inside the distance where Merry Monk obtained the advantage and drawing away, won cleverly by two lengths, with Sunlight a very bad third, and Too-too beaten off, last. Time 1:33 1/2.

HONGKONG RACES, 1883.

The following are our selections for to-morrow:—

CATHAY CUP.—Opal.
 CHALLENGE CUP.—Mr. St. Andrew's representative.
 LADIES PURSE.—Iroquois or Incubus.
 NAVY PLATE.—Shamrock.
 KEECHONG CUP.—Tajmahal.
 GARRISON CUP.—Reeper.
 CONSOLATION.—Strathpeffer or Helios.
 NIL DESPERANDUM.—Rebel or Bothwell.
 CHAMPIONS.—Driving Cloud.

PROGRAMME.

THIRD DAY, FRIDAY, 23RD FEBRUARY.

THE CATHAY CUP, value \$200, presented by Hon. F. B. Johnson, Subscription Grifins only entrance \$5; entrance money to go to second Pony; weight for inches; previous winners, 7 lbs. extra. One Mile.

THE CHALLENGE CUP, value 100 guineas, for China Ponies; to be won two years consecutively by a Pony or Ponies the *bona fide* property of the same owner; weight for inches; entrance (forced) \$5; first Pony to receive 70 per cent.; second, 30 per cent.; and third, 10 per cent. of entrance money. One Mile and Three Quarters.

THE LADIES' PURSE, for all China, Manila and Japan Ponies, to be handicapped by the Stewards; entrance \$5. Seven Furlongs.

THE NAVY PLATE, value \$300, presented by Officers of H.M. Fleet, for all China, Manila and Japan Ponies; weight for inches; previous winners at this meeting of one race, 5 lbs. extra; of two races, 7 lbs. extra; and of three or more races, 10 lbs. extra; non-starters at this meeting, excluded; entrance \$10; second Pony to receive half of the entrance money. One Mile.

THE KEECHONG CUP, value \$—, presented, for China, Manila and Japan Ponies; weight for inches; entrance \$10. From the Black Rock twice Round and in.

THE GARRISON CUP, presented by the Officers of the Garrison, for all *bona fide* Grifins at date of entry; weight for inches; previous winners at this meeting 7 lbs. extra. Penalties accumulated. Subscription Grifins allowed 7 lbs. From Two Mile post Once Round and in.

THE CONSOLATION STAKES, for all beaten China, Manila and Japan Ponies at this meeting; weight for inches; entrance \$5, with \$100 added; second Pony to receive \$50. Seven Furlongs.

THE NIL DESPERANDUM STAKES, for all beaten Subscription Grifins; entrance \$5, with \$100 added for the first Pony, and \$50 for second Pony; weight for inches. Half a Mile.

THE CHAMPION STAKES, a forced entry for all China, Manila and Japan Ponies, winners at this meeting; optional, to beaten Ponies; weight for inches; entrance \$30; winners of two races, \$40; of three or more races, \$49, with \$100 added. One Mile and a Half.

A man whose wife presented him with twins thoughtfully remarked:—"Well, well! I should like to know that is a little too low."

Why is paper money more valuable than coin? Because you double it when you put it in your pocket, and when you take it out you find it increased.

The greatest living calculator is the gas meter man. He can tell to a fraction how much gas a family ought to use, without once looking at the indicator.

PREPARED OPIUM LICENSES.

The following appears in the form of a *Gazette Extraordinary* of yesterday's date:—

GOVERNMENT NOTIFICATION.

No. 67. OPIUM.
 Referring to Government Notification No. 471 of 1882, the hereby further notified that the provisions of the Ordinance of 1875, in relation to the Governor in Council will be granted to persons applying for licenses to sell and prepare Opium, and to sell and retail Opium, to be sold and prepared from the 1st March, 1883, a license fee of \$25 per month, with an additional fee of \$2.50 for each ball, bottle, or prepared; the said licenses shall be granted subject to the conditions made by the Governor in Council as published below:
 Applications for licenses will be received from this date by the Colonial Secretary, and the said applications will be made for persons wishing to sell large quantities, so as to enable them to sell in their own premises under Government license.

arrangement; but in the absence of such arrangements, all Opium must be boiled and prepared at the Public Factory at Sai On Lane, Sai-ying-nan.

Scalped tenders will be received up to the 27th instant, at noon, for the farming of Opium Dross within the Colony.

By Command,
FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 21st February, 1883.

CONDITIONS MADE BY THE GOVERNOR IN COUNCIL, UNDER THE PROVISIONS OF THE EXCISE ORDINANCES (OPIMUM), 1858-1879.

1.—Licences will run from the date of granting, but all licences will expire on the last day of February in each year. The payment for each licence will be at the rate of \$25 per month.

2.—Each licence shall state the name of the Licensee and the shop or house where the business is to be carried on, and specify the name of the street, and the street number of the house.

3.—The consideration money shall be paid monthly in advance; and there shall be paid in addition to the first monthly payment by every Licensee upon his licence being granted, a further sum equal to one monthly payment as a deposit on account of the consideration money, and the deposit shall go in payment of the last monthly payment of the said term.

4.—Every monthly payment must be paid on the first lawful day of each month, and in default of any such payment the Governor in Council shall be entitled to withdraw the licence, and to retain all moneys paid thereunder, and the Licensee shall make good all losses and expenses incurred by reason of such default.

5.—No licence shall be transferable without the permission of the Governor in Council.

6.—All Opium sold by the Licensee shall be prepared at the Factory at Sai On Lane, or at other places specially licensed by the Governor in Council. Every ball, or any quantity less than one ball, so to be prepared, shall be calculated at the rate of 48 taels per ball, and every such licence shall pay to the Government in addition to the monthly payments of \$25 for his licence, a fee of \$2.25 for every ball so prepared, besides all expenses of preparation. Each ball shall produce between 20 and 30 taels weight of prepared Opium.

7.—The Licensee shall report daily to an Officer appointed by the Governor for the purpose, the quantity of opium sold per day. If the Licensee should make default in sending in such report, or should send in an incorrect report, all the opium found in the shop of the Licensee shall be liable to be seized by a Police or Excise Officer, and to be forfeited, and shall be by a Magistrate directed to be sold, and the proceeds paid into the Treasury for the public use.

8.—Opium intended for export shall be packed in boxes, and each box shall be submitted for examination to the Officer appointed for that purpose by the Governor, and if such examination be satisfactory, a certificate shall be attached to or a mark placed on the outside of each box. Should any box be discovered without having such certificate or mark, the same shall be forfeited to the Government, and the Governor in Council shall be at liberty to withdraw the licence held by the Licensee, to retain all moneys paid thereunder, and to claim the monthly fees due for the remainder of the term.

9.—No Licensee shall construct furnaces, nor prepare Opium in his own shop, nor in any other place, unless by permission of the Governor in Council, neither shall he buy prepared Opium unless from other licensed persons or shops; and in the event of any Licensee making default in observance of this condition, the Opium so prepared and purchased shall be forfeited to the Government.

10.—Every Licensee must sell Opium of good and pure quality.

11.—No Licensee shall remove his business from the shop or house licensed to another house or shop without the permission of the Governor in Council.

12.—The Licensee shall in every case find security for the payment of all fees and for the performance of all conditions subject to which the licence is granted.

13.—In case any Licensee shall commit a breach of any of the conditions subject to which the licence is granted, or commit any offence against the Provisions of the Excise Ordinances (Opium) 1858-1879, the Governor in Council may withdraw the licence, and retain all moneys paid thereunder, and claim the monthly fees due for the remainder of the term.

14.—Every Licensee must paint, or cause to be painted, in characters of at least 6 inches, on some conspicuous part of his house or shop, and keep there exhibited, his name with the words "Licensed to sell prepared Opium."

15.—For every breach of any of the above conditions, the penalty shall be a sum not exceeding \$500, in addition to any other forfeiture or liability specially provided for under the said conditions.

ARATHOON SETH,
Clerk of Councils.

Council Chamber,
Hongkong, 21st February, 1883.

GOVERNMENT NOTIFICATION.
No. 56.

HARBOUR DEPARTMENT.
The following Rules regarding signalling at the Peak are published for general information.

By Command,
FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th February, 1883.

SIGNAL STATION, VICTORIA PEAK, HONGKONG.
1833 Feet above Sea Level.

1.—The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2.—The Commercial Code of Signals for all Nations will be used at the Station.

3.—All Signals made by vessels in the Offing will be repeated.

4.—When Signalling to Men-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head of the Man-of-War.

5.—When a Steamer, or the smoke of a Steamer, is sighted, the Compass Bearing at the Yard Arm, and Distance off at the Mast Head, will be hoisted. If the vessel is made out she is not a Mail Steamer, the Vessel's Distinguishing Flag will be substituted for the Compass Signal, and it will be kept flying until the Ship anchors. The Distance Signal will be kept up fifteen minutes after the Steamer is made out.

6.—If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign, with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hoisted down. The Ball and Ensign will be kept up until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at every successive half-hour to show the Distance off at those times. When the vessel is between Green Island and the North Point of Hongkong the Distance Signal will be hoisted down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flags, a red light will be exhibited at the Yard Arm, or a green light at the Mast Head, and the signal will be hoisted.

7.—River Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by showing the

National, or House Flag and Symbol at Yard Arm.

8.—If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball, or the Flag alone will be hoisted at the Mast Head.

9.—The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Yard Arm.

Note.—The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Flags.

H. G. THOMSETT, R.N.,
Harbour Master, &c.

THE WRECK OF THE "WUHU"

The following is the official finding of the Naval Court of Inquiry:—

The Court pursuant to an order from Captain Henry N. Hipsley, Senior Naval Officer, present, has enquired into the circumstances attending the loss of the British steamship *Wuhu*, official No. 79,685, which took place on the 6th January, 1883, near the Upper Waterman buoy in the river Yangtze Kiang and on the conduct of the officers and crew and finds as follows:—

1.—That the steamship *Wuhu*, official number 79,685, of which James Mackay who holds a Provisional Certificate of Competency dated 18th October, 1875, granted by the Captain of H.M.'s *Thalia*, was Master, was stranded about 300 yards to the Eastward of the Upper Waterman Buoy (now the Vine Point Lower Buoy) on the Langshan Crossing at 2.30 p.m. of the 6th January, 1883, and subsequently became a total wreck.

2.—That the Master James Mackay has had no opportunity since the 18th October, 1875, of presenting himself for examination before a Local Marine Board.

3.—That at the time of the stranding, he was in charge of the navigation of the vessel, and was solely responsible for that occurrence.

4.—That the Second Officer had shortly before the stranding of the *Wuhu* left the wheel-room to collect the Chinese passengers' tickets, and that it was customary for him to do so on approaching a Landing Station.

5.—That after passing the Lightship Buoy, the Channel was much crowded with Chinese junk, and this, in addition to the haze on the water, contributed to the circumstance that Mr. Mackay did not sight the Upper Waterman Buoy.

6.—That the course taken by the *Wuhu* was the usual course taken, but in passing the Chinese junk she was forced too much over to the North Bank.

7.—That Mr. Mackay sighted the Vine Point upper Buoy and that he committed the grave error of mistaking it for the Upper Waterman Buoy, although at the time he saw it, he had passed the Lightship Buoy at least 14 miles, and that the haze on the water contributed to this error.

8.—That he also committed a grave error in judgment in not altering his course to the westward sufficiently on getting four fathoms.

9.—That after the stranding of the *Wuhu* every effort was made to save the vessel, and that the officers and crew performed their duties properly; the Court, however, desires to call attention to the unsatisfactory way in which William Campbell, the Chief Engineer, gave his evidence.

The decision of the Court is:—

1.—That James Mackay be severely reprimanded for his want of greater caution in the navigation of his vessel, and he is hereby reprimanded.

2.—That his Provisional Certificate of Competency be returned to him.

3.—That he pays the costs of this enquiry. The Court desires to express its opinion that the loss of the *Wuhu* was in some measure occasioned by the want of distinct marks on each of the buoys marking the channel in the Langshan Crossing. The Court is of opinion that the absence of the second officer from the deck contributed to the fact that the Waterman buoy was not sighted. It also appeared in evidence that the Upper Waterman Buoy (Vine Point Lower Buoy) had been adrift on the previous downward voyage of the *Wuhu* and upward voyage of the *S. S. Shanghai*.

B. C. GEORGE SCOTT,
Vice-Consul, President.

F. W. BARRETT,
Lieutenant (N.)
H.M.'s *Chopatra*.

ALFRED SYMONS,
Master, P. & O. S. S. *Pekin*.

FRANCIS WORSLEY,
Master Mariner.

R. B. MARWOOD,
Assistant Paymaster, R.N., H.M.'s *Cleopatra*,
Clerk of Court.

NINGPO.

February 14th.

The Chinese New Year holidays passed off with the usual amount of fire-crackers, more than enough to awaken sound sleepers. I have not heard of any failures; seemingly the hard times experienced during the year have been surmounted by Bankers' Loans on goods unsold.

Business has not resumed its wonted groove, the hongs and shops still having closed doors and the shutters on, only the small fry where shops are the household dwelling may be seen open.

The steamer *Wuchang* kept making her usual trips to Ningpo during the holidays. The *Ha-shih* remained over one trip in Shanghai, the C. M. S. N. Company not seeing the necessity of running, wasting money on coals when no passengers were going. I believe on the China New Year's day, the *Ha-shih* had only two Chinese passengers and being China New Year's day, would not charge them anything, giving a good feed into the bargain. The *Wuchang* would not make money on her trips as she was never full. No doubt there is some reason at the bottom of this known only between the two Companies.

Some stir will be made now since the *Ashuelot* Minstrels were here to get up our expected amateur entertainment in aid of the Book Club. We did not have a second edition of the Minstrel on account of some of the crew not behaving themselves and the Commander stopped all their leaves.

All the Consuls did not receive the 7 guns when going on board the *Ashuelot*, perhaps they did not go officially. Some Chinese officials were saluted with 3 guns.

The *Kiangsen* was laid up for some repairs, to-day, she has reappeared on the scene. The *Ha-shih* took her place, so she will likely get on her Foochow line again.

The *Ha-shih* has taken the place of the *Yang Ning* on the Wenchow route. Captain Lancaster, who was in command of the *Yang Ning* on that line before, is in command of the *Ha-shih* now, he will be able to revivify the scene of his former labours for the Company.

The weather here has been fine, cold prevailing, on Monday night rain, Tuesday rain throughout the day but not heavy. Barometer yesterday had been a little fluctuating 30.2 to 30.5 to-day even below that. Thermometer from the 7th till to-day would appear to say that milder weather was experienced from the 11th to-day being like a summer day. Where painted walls are to be seen, the snow is running in

streams, on whitewashed walls the marks remain to tell the tale.

Ningpo is very free from sickness amongst the foreign community, only colds and coughs prevail.

Shooters had a fine time in the country, game plentiful, but in some cases, guns could not carry far enough, the birds are very wild. One party of three got about seventy ducks in three days.

The chief manager, Chun Yan Shan, of the China Merchants' Steam Navigation Company, late commander of Messrs. Russell & Co., died here on Monday morning. Quite a story is connected of his family relations. He belonged to Chusan, and is 48 years of age, he leaves two wives and two daughters, the Chinese say that he died of grief as he could get no more. He was taken ill the day after a daughter was born. His father had two wives—three sons by his first wife, within the past three years all have died, each son had two wives and none of them have had male heirs. It seems that according to Chinese custom, none of them can be buried. When this one is removed to Chusan there will be a father and three sons at the family residence to bury, there are seven wives and some daughters left alive, the mother died some time ago.—*Temperance Union Correspondence.*

"THE SKELETON'S WIFE"

THE TRUE LOVE THAT LED TO THE MARRIAGE OF BEAUTY NO. 71 AND THE LIVING SKELETON.

[New York Sun.]

When Isaac W. Sprague, the living skeleton of Huxley's Museum, was told that Beauty No. 16 had taken the prize in the competition lately held in New York, he burst into tears, dashed his hat upon the floor, rattled his bones and declared that the judges were not fit to decide a question of female beauty. He would have made a different decision, and have awarded the first prize to 71, Miss Minnie Thompson. Miss Thompson was, indeed, a very prepossessing young woman, and, with a sensible appreciation of her own charms, she was piqued at not receiving the \$100, or even the \$50 that was given to the beauty who carried off the second prize. But the skeleton smiled upon her as soon as he had dried his tears, and she was consoled. Not that the skeleton is the highest type of manly beauty. His arms are bones, hardly concealed by the skin that covers them, and his legs seem almost too thin to carry even his attenuated form. But his face has a frank and independent expression, and though upon a man of ordinary proportions it might show a somewhat unbecoming prominence of cheek and chin bones, as compared with the outline of his frail body, it appeared to be positively far from large. He was mounted with a fine stock of black colored hair, and a goatee and mustache of the same hue adorned his countenance.

Miss Thompson was attracted to him at once. She said she did not like fat men, and looked upon the Hon. William M. Evans as the beau ideal of grace. At least she so considered him until she was sought by the skeleton, who, to her thinking, eclipsed the lawyer. Miss Thompson is not herself a thin lady. She weighs, probably, four times as much as the skeleton, but as he only turns the scale at forty pounds, it will be seen that she is not abnormally large. She may be called plump, and she is very pretty. She is perhaps 30 years of age—five years the skeleton's junior.

After the New York exhibition was over the skeleton and Miss Thompson met often by appointment at the museum, and the managers of the show complained that the skeleton was feeding upon his affections and growing fat. This must have been a mistake, however, for his weight, as he showed by getting on the scales, had not increased. Another and an older error, too, was corrected. It had been currently reported among the curiosities of the show that the skeleton had neither lungs, heart nor liver, and that a steady eye could look through him and see an object behind. The existence of respiratory and digestive organs may still be a matter of doubt, but Miss Thompson indignantly repudiates the rumor that he has no heart.

The courtship was quite short. Miss Thompson told her lover, in plain prose, the history of her simple life. He gave her a poem of twenty-four verses, fully describing his own. This poem he is in the habit of selling for five cents a copy, and she, overcome by his last proof of her skeleton lover's devotion, promised to be his wife.

In a fatal moment the skeleton was sent to the Brooklyn show. He was in despair, but his true love comforted him, and an appointment was made for last Saturday night. At nine o'clock the skeleton was at the New York Museum, where he met Miss Minnie Thompson; at ten o'clock they were in Jersey City, and at eleven o'clock they had been united in marriage by the Rev. Mr. Gardner. They returned to Brooklyn, and kept the matter a secret until five o'clock, when the skeleton announced it to Manager Bates. The newly-made Mrs. Sprague has consented to support her husband on the exhibition platform. She will appear in Brooklyn to-day, sitting beside him; and billed: "The Skeleton's Wife."

"I lost the hundred dollars," said the newly-married lady, "but I won a husband."

"THAMES-STREET INDUSTRIES," by Percy Russell. This Illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or JOHN GOSNELL & Co., London.—[ADVT.]

Today's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY, THE Company's Steamship

"ESMERALDA"

Captain Wright will be despatched for the above Ports, on SATURDAY, the 24th instant, at FIVE P.M.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, 22nd February, 1883. [152]

TO LET.

FROM 1ST APRIL, 1883.

NO. 1, "WEST VILLA" POK-FOO-LUM ROAD.

Apply to E. R. BELLIOS.

Hongkong, 22nd February, 1883. [153]

HONGKONG RACES, 1882.

NOW READY, PRICE 25 CENTS.

A COMPLETE REPORT OF THE HONGKONG RACE MEETING OF 1882, IN PAMPHLET FORM.

REPRINTED FROM THE "HONGKONG TELEGRAPH."

As only a limited number has been printed, orders should be sent without delay to the "HONGKONG TELEGRAPH" Office.

No. 1, Peddar's Hill, Hongkong, 24th February, 1883.

Intimations.

KELLY & WALSH.

THE LAST FRENCH AND AMERICAN MAILES BRING HOME DATES OF THE FIRST WEEK IN JANUARY. WE ARE IN A POSITION TO SUPPLY AT ONCE THE FOLLOWING PERIODICALS, ENABLING SUBSCRIBERS TO COMMENCE IN NEARLY ALL CASES, FROM THE FIRST NUMBER OF A NEW VOLUME.

LONDON AND CHINA EXPRESS. ILLUSTRATED LONDON NEWS. THE QUEEN. ENGINEER.

FAMILY HERALD. LA VIE PARISIENNE. MARINE ENGINEER. YOUNG LADIES JOURNAL. HARPER'S WEEKLY. WEEKLY EDITION OF THE TIMES.

KELLY & WALSH are Sole Agents for the LONDON AND CHINA EXPRESS. It gives a General Summary of the week's events at home and abroad, but its special mission is to furnish the latest and best information respecting all subjects of interest to residents in China and the Far East. It makes a specialty of Commercial and Shipping Reports compiled from the most reliable sources, and each number contains one or more thoughtful leading articles of local interest. The Subscription is \$15 per Annum—Specimen Copies will be sent on application.

JUST PUBLISHED—PRICE \$1.50.

THE HONGKONG NAUTICAL POCKET BOOK

Containing Canton Tide Tables for every day in the year, with data for calculating the Time of High Water at all Ports on the Coast of China, Siam, and Japan. Peak and International Code Signals, List of Lights, Buoys and Beacons on the Coast of China, Tidal Constants, Hongkong Coast Ports and the principal places trading with the Colony. Longitude in Time of various prominent points, Dimensions of Hongkong Docks, and a mass of information specially useful for Captains, Pilots and all engaged in Shipping. For Sale by Messrs. FALCONER & Co., Mr. JOHN NOBLE, Messrs. C. J. GAUPP & Co., Messrs. LANE, CRAWFORD & Co., and at the PUBLISHERS.

KELLY & WALSH—HONGKONG.

Hongkong, 14th February, 1883. [559]

For Sale.

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE. QUARTS..... \$22 per Case. PINTS..... \$23 per Case.

Apply to MELCHERS & Co. Hongkong, 2nd March, 1882. [8]

F. BLACKHEAD & Co.

SHIPCHANDLERS, STORE-KEEPERS, AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL.

HAVE RECEIVED EX LATEST ARRIVALS.

AMERICAN CAST STEEL SHOVELS. PICKS.

AXES.

HATCHETS.

ENGINEERS' & HOUSEHOLD HAMMERS.

PATENT BIT-DRACES.

AUGER-BITS.

DRILLS.

GIMBLETS.

PATENT BRASS PADLOCKS & CHEST LOCKS.

Mrs. POTT'S PATENT SADRONS.

COOKING STOVES.

FAIRBANKS SCALES.

FORCE PUMPS FOR SHIPS' USE.

DRILLING MACHINES.

BREAST DRILLS, AUTOM. BORING TOOLS.

ANVILS, VICES, AND DRILLS COMBINED.

ANVILS.

VICES.

HITCHCOCK'S PATENT LAMPS.

GLASS CUTTERS.

SCROLL SAWS.

FAMILY GRINDSTONES.

BLACKSMITHS' BELLWES.

&c. &c. &c.

BEST WHITWORTH'S STOCK AND DIES.

SCREW WRENCHES.

PLANE IRONS.

CHISELS.

HAMMERS.

PINCERS.

NIPPERS.

DIVIDERS.

METAL SCISSORS.

METAL SAWS.

TUBE EXPANDERS.

OIL FEEDERS.

OIL CANS.

SALTERS SPRING BALANCE SCALES.

WESTON'S PATENT TACKLES.

PATENT SOCKETS.

DISTRESS SIGNALS.

HOLMES' PATENT SIGNAL LIGHTS.

FOGHORNS.

SIGNAL LAMPS.

LIFE BUOYS.

LIFE BELTS.

BOTTLE WASHING AND CORKING MACHINES.

&c. &c. &c.

SPARKLING SCHARZHOFFBERGER.

FLENSBURG STOCK BEER.

MARIENTHALER BEER.

VEUVE CLICQUOT PONSARDIN CHAMPAGNE.

Hongkong, 7th October, 1882. [10]

JUST PUBLISHED.

PRICE THIRTY CENTS.

THE TYPHOONS OF THE EASTERN SEAS.

BREVET LIEUT. COL. H. S. PALMER, ROYAL ENGINEERS.

Being a Review of P. de Dechen's Work on the Typhoons of the China Sea.

KELLY & WALSH—HONGKONG.

Commercial.

SHARES.
 Hongkong and Shanghai Bank—Ex New Issue
 —162 per cent. premium, buyers.
 Hongkong and Shanghai Bank—New Issue.
 —150 per cent. premium, buyers.
 Union Insurance Society of Canton—\$1,850 per
 share, buyers.
 China Traders' Insurance Company—\$1,650
 per share, buyers.
 North China Insurance—Tls. 1,225 per share.
 Canton Insurance Company, Limited—\$135 per
 share.
 Yangtze Insurance Association—Tls. 870 per
 share, div. buyers.
 Chinese Insurance Company—\$215 per share,
 buyers.
 On Tai Insurance Company, Limited—Tls. 150
 per share.
 Hongkong Fire Insurance Company—\$1,200 per
 share, sales and buyers.
 China Fire Insurance Company—\$325 per share,
 buyers.
 Hongkong and Whampoa Dock Company—51
 per cent. premium, buyers.
 Hongkong, Canton, and Macao Steamboat Co.
 —\$30 per share.
 China and Manila Steam Ship Company—115
 per share, buyers.
 Hongkong Gas Company—\$80 per share.
 Hongkong Hotel Company—\$130 per share,
 buyers.
 Indo-China Steam Navigation Company, Li-
 mited—100 per cent. div. buyers.
 China Sugar Refining Company, Limited—\$206
 per share, buyers.
 China Sugar Refining Company (Debtors)—3
 per cent. premium.
 Luzon Sugar Refining Company, Limited—\$102
 per share, sellers.
 Hongkong Ice Company—\$170 per share,
 ex div. buyers.
 Hongkong and China Bakery Company, Limited
 —\$60 per share.
 Chinese Imperial Loan of 1878—1 per cent. prem.
 ex int.
 Chinese Imperial Loan of 1881—21 per cent. prem.

ON LONDON.—Bank, T. T. 3/7
 Bank Bills, on demand 3/7
 Bank Bills, at 30 days sight 3/7
 Bank Bills, at 4 months sight 3/7
 Credits, at 4 months sight 3/8
 Documentary Bills, at 4 months sight 3/8 @ 3/8
ON PARIS.—Bank, T. T. 452
 Credits, at 4 months sight 462
ON HAMBURG.—Bank, T. T. 223
ON CALCUTTA.—Bank, T. T. 223
ON SHANGHAI.—Bank, T. T. 721
 Private, 30 days sight 731

OPIMUM MARKET.—THIS DAY.
 NEW MALWA.....per picul, \$530
 (Allowance, Tals. 64.)
 OLD MALWA.....per picul, \$555
 (Allowance, Tals.)
 NEW PATNA (first choice) per chest, \$567
 NEW PATNA (second).....per chest, \$564
 NEW PATNA (without choice) per
 chest.....\$562
 NEW PATNA (bottom).....per chest, \$570
 NEW DENKERS (without choice) per
 chest.....\$560
 NEW PERSIAN.....per chest, \$530
 OLD PERSIAN.....per picul, \$315
 (Allowance, Tals.)

HONGKONG TEMPERATURE.

Barometer—F.M.	Thermometer—F.M.	Thermometer—A.M.	Thermometer—P.M.	Thermometer—F.M.	Thermometer—A.M.	Thermometer—P.M.
Barometer—F.M.	Thermometer—F.M.	Thermometer—A.M.	Thermometer—P.M.	Barometer—F.M.	Thermometer—F.M.	Thermometer—A.M.
Barometer—F.M.	Thermometer—F.M.	Thermometer—A.M.	Thermometer—P.M.	Barometer—F.M.	Thermometer—F.M.	Thermometer—A.M.
Barometer—F.M.	Thermometer—F.M.	Thermometer—A.M.	Thermometer—P.M.	Barometer—F.M.	Thermometer—F.M.	Thermometer—A.M.
Barometer—F.M.	Thermometer—F.M.	Thermometer—A.M.	Thermometer—P.M.	Barometer—F.M.	Thermometer—F.M.	Thermometer—A.M.

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

Barometer.	Thermometer.	Direction of Wind.	Force.	Dry Thermometer.	Wet Thermometer.	Hourly Rain.	Quantity fallen.
Barometer.	Thermometer.	Direction of Wind.	Force.	Dry Thermometer.	Wet Thermometer.	Hourly Rain.	Quantity fallen.
Barometer.	Thermometer.	Direction of Wind.	Force.	Dry Thermometer.	Wet Thermometer.	Hourly Rain.	Quantity fallen.
Barometer.	Thermometer.	Direction of Wind.	Force.	Dry Thermometer.	Wet Thermometer.	Hourly Rain.	Quantity fallen.
Barometer.	Thermometer.	Direction of Wind.	Force.	Dry Thermometer.	Wet Thermometer.	Hourly Rain.	Quantity fallen.

Barometer, level of sea in inches, tens and hun-
 dredths. Thermometer, in Fahrenheit degrees and tenths
 in the open air in a shaded situation. Direction of Wind.
 (Is registered every two points, N., N.E., E., etc., etc.,
 Force of Wind, 0 to 3 light breeze, 3 to 5 moderate,
 5 to 7 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12
 violent. State of Weather, B. Clear blue sky, C. Cloudy,
 D. Drizzle, F. Fog, G. Foggy, H. Hail, L. Light
 rain, M. Misty, O. Overcast, P. Parting shower, Q.
 Squally, R. Rainy, S. Snow, T. Storm, U. Bad,
 threatening, V. Visibility, W. Wind, X. Calm.
 The letters are repeated to indicate any increase over the mean
 average of the significance. Rain.—The hours of rain for
 the previous 24 hours (noon) are registered from 2 to 24
 the quantity of water fallen indicated in inches, tenths and
 hundredths.

MAILS EXPECTED.

THE AMERICAN MAIL.
 The O. and O. Co's steamer *Oceanic*, with
 the next American mail, will leave Yokohama on
 the 22nd instant, at daylight, and may be ex-
 pected here on or about Tuesday, the 28th.

STEAMERS EXPECTED.

The O. S. S. Co's steamer *Deception*, from
 Liverpool, left Singapore for this port on the 16th
 instant, and may be expected here on or about
 the 22nd.
 The D. D. R. steamer *Electra* left Singapore
 on the 17th instant, and may be expected here
 on or about the 25th.
 The steamer *Tamandua* left Sydney on the 3rd
 instant, and may be expected to arrive here
 about the 27th.

Shipping.

ARRIVALS.

HWAI-YUEN, Chinese steamer, 984, Wilson, 21st
 Feb.,—Shanghai 18th Feb., General.—C. M.
 S. N. Co.
 NAM-VIAN, French steamer, 435, A. Garreau,
 21st Feb.,—Hohow 20th Feb., General.—
 Shing Loong.
 THALES, British steamer, 820, T. G. Pocock,
 21st Feb.,—Swatow 20th Feb., General.—
 D. Lapraik & Co.
 CHINA, German steamer, 649, H. Schoer, 21st
 February,—Swatow 20th Feb., General.—
 Yuen Fat Hong.
 MARIE, Ger. ship, 1,300, L. Wainken, 21st Feb.,
 —Cardiff 25th September, Coal.—Melchers
 & Co.
 KUNG-PAI, Chinese steamer, 604, Boswell, 22nd
 Feb.,—Canton 21st Feb., General.—C. M.
 S. N. Co.
 FOOKSANG, British steamer, 990, Davies, 22nd
 Feb.,—Canton 21st February, General.—
 Jardine, Matheson & Co.
 ALNAV, British steamer, 366, F. D. Goddard,
 22nd February,—Taiwanloo 19th February,
 and Amoy 20th, General.—D. Lapraik &
 Co.
 NAMOA, British steamer, 862, Geo. Westoby,
 22nd February,—Fookchow 19th February,
 Amoy 20th, and Swatow 21st, General.—
 D. Lapraik & Co.
 PRINCE LEOPOLD, German steamer, 1,336, J. R.
 Vie, 22nd Feb.—Manila 19th Feb., General.—
 Arnold, Karberg & Co.
 RAMIER, French brig, 280, S. Savary, 22nd Feb.,
 —Keeung 18th Feb., Coal.—Carlowitz
 & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Chi-yuen, Chinese steamer, for Swatow.
Volmer, Dutch steamer, for Rancon.
Exhous, German bark, for Chiofo.
Narharoon, German ship, for Rancon.
El Dorado, British steamer, for Canton.

DEPARTURES.

February 22, *Hwai-yuen*, Chinese steamer, for
 Canton.
 February 22, *Phenix*, German steamer, for Ran-
 con.
 February 22, *Fano*, Danish brig, for Whampoa.
 February 22, *Chi-yuen*, Chinese str., for Swatow.
 February 22, *Charina II*, German steamer,
 for Saigon.
 February 22, *Hothou*, British str., for Saigon.

PASSENGERS—ARRIVED.

Per *Hwai-yuen*, str., from Shanghai.—31 Chi-
 nese.
 Per *Nam-vian*, str., from Hohow.—1 European
 and 38 Chinese.
 Per *Thales*, str., from Swatow.—Mr. Golds-
 borough and son, General Fong, and 115 Chi-
 nese; captain, officers, and crew of the U.S. gun-
 boat *Ashtol*.
 Per *China*, str., from Swatow.—18 Chinese.
 Per *Alnav*, str., from Taiwanloo, &c.—10 Chi-
 nese.
 Per *Namoa*, str., from Fookchow, &c.—Mr. and
 Mrs. Williams, Miss Happer, Messrs. Schaar,
 S. Colbourne, P. Ping Shick, Ching Chuan, and R.
 C. King.
 Per *Prince Leopold*, str., from Manila.—Messrs.
 Morris and family, Barnes, Kayes, and Lacorde.

REPORTS.

The Chinese steamer *Hwai-yuen* reports
 left Shanghai on the 18th instant. Had moderate
 Northerly winds and misty foggy weather
 throughout the passage.
 The German steamer *Thales* reports left
 Swatow on the 20th instant. Had light N. and
 N.E. winds and calms with heavy sea; after
 which clear fine weather.

The British steamer *Thales* reports left
 Swatow on the 20th instant. Had calm, overcast
 weather clearing up as we neared port. In Swatow
 the steamships *Consolation*, *Servo*, and
 Chinese revenue cruiser *Ling-feng*.

The British steamer *Namoa* reports left
 Fookchow on the 19th instant. Amoy on the 20th,
 and Swatow on the 21st. Experienced variable
 winds and thick foggy weather throughout. In
 Fookchow the steamship *Pechili*. In Amoy the
 steamships *Lorne*, *Chang Hock Kan*, *Prism*,
Yellow Star, *German*, *German*, *German*, *German*,
 and German gunboat *Alta*. In Swatow the
 steamships *Wenchow* and *Consolation*.

The British steamer *Albay* reports left
 Taiwanloo on the 19th instant, and Amoy on the
 20th. From Taiwanloo to Amoy had fresh
 N.W. breeze and light sea. From Amoy to
 port had moderate variable winds with occa-
 sional patches of fog. The steamship *Wavurly*
 left Taiwanloo same day. In Amoy the steam-
 ships *Marlborough*, *Yeh-tin*, *Chang Hock*,
Kian, *Lorne*, *Prism*, *Namoa*; Chinese revenue
 cruiser *Fei-hoo*, and German frigate *Storch*.
 The steamships *Wenchow* and *Nansing* left
 same day. Passed the American gunboat *Mon-*
ocacy off Tong-mi Point, and the steamship
Douglas off Chelang Point.

VESSLS ARRIVED IN EUROPE FROM PORTS IN
JAPAN, CHINA, AND MANILA.
 Holstein (s).....Nagasaki.....Dec. 9
 Iquique.....Manila.....Dec. 11
 Glenogle (s).....Shanghai.....Dec. 13
 Jason (s).....Shanghai.....Dec. 18
 Diomed (s).....Shanghai.....Dec. 19
 Hector (s).....Shanghai.....Dec. 23
 Menelaus (s).....Shanghai.....Dec. 25
 Glencoe (s).....Shanghai.....Dec. 29
 Lady Douglas.....Fookchow.....Jan. 1
 Pandora (s).....Hongkong.....Jan. 2
 Glenartney (s).....Shanghai.....Jan. 4
 Massalia (s).....China.....Jan. 4
 Patroclus (s).....Shanghai.....Jan. 6
 Barcelona (s).....Manila.....Jan. 8
 Carnarvonshire (s).....Yokohama.....Jan. 11

VESSLS EXPECTED AT HONGKONG.

(Corrected to Date).
 Marianne.....Cardiff.....July 12
 Nicuue Waterweg.....Hamburg.....Sept. 5
 Fluelin.....Sunderland.....Sept. 5
 Phoenix.....Hamburg.....Sept. 17
 Heinrich.....Cardiff.....Sept. 17
 Emma T. Crowell.....New York.....Oct. 13
 Lucia.....London.....Oct. 13
 Wandong Jew.....Hamburg.....Oct. 13
 Adelaide.....Cardiff.....Oct. 23
 Auguste.....Newport.....Oct. 24
 Annie J. Marshall.....New York.....Nov. 3
 Inca.....Hamburg.....Nov. 20
 A. and W. C.....Liverpool.....Nov. 20
 Sacramento.....New York.....Nov. 18
 Maria Magdalena.....Hamburg.....Dec. 17
 Importer.....Cardiff.....Dec. 27
 Benet (s).....Hamburg.....Dec. 31
 Venice.....London.....Jan. 6
 Elm.....London.....Jan. 8
 Pembroke (s).....London.....Jan. 19
 Jason (s).....London.....Jan. 11
 Great Admiral.....Penarth.....Jan. 11

SHIPPING IN HONGKONG.

STEAMERS.

ALWINE, German steamer, 400, Thiesen, 18th
 Feb.,—Saigon 10th February, General.—
 Wieler & Co.
 AMOY, British steamer, 874, Herrman, 21st Feb.,
 —Canton 20th Feb., General.—Siemssen
 & Co.
 ANTON, German steamer, 395, T. W. Schrader,
 15th Feb.,—Saigon 5th February, Rice.—
 Wieler & Co.
 ARABIC, British steamer, 2,787, W. G. Pearne,
 14th Feb.,—San Francisco 18th January,
 and Yokohama 8th February, General.—F.
 E. Foster.
 BOWEN, British steamer, 844, R. Craig, 12th
 Feb.,—Sydney 10th January, Moston Bay
 22nd, Towanville 25th, Cooktown 27th,
 Thursday Island 20th, and Port Darwin 1st
 February, General.—Gibb, Livingston &
 Co.
 BRUTUS, German steamer, 460, T. A. Voge,
 20th Feb.,—Saigon 15th February, Rice.—
 Wieler & Co.
 CHIANGHOU, British steamer, 1,190, Whittle,
 18th Feb.,—Glasgow 31st December, and
 Singapore 11th February, General.—Butter-
 field & Swire.
 CONISTON, British steamer, 1,941, F. A. Evans,
 16th February, Calcutta 30th January,
 General.—Jardine, Matheson & Co.
 CRUSADER, British steamer, 647, T. Rowin, 13th
 November,—Saigon 7th November, Rice.—
 Chong Wo Cheang.
 DALE, British steamer, 644, E. Allison, 2nd Jan.,
 —Bangkok 15th December, Rice and Gen-
 eral.—Yuen Fat Hong.
 EL DORADO, British steamer, 889, W. O. M.
 Young, 15th Feb.,—Bangkok 8th February,
 Rice.—Jardine, Matheson & Co.
 FAME, British steamer, 1,177, Stopani (tug plying)
 Hongkong and Whampoa Dock Co.
 GLENELG, British steamer, 834, J. S. Speechey,
 14th Jan.,—Saigon 6th January, Rice.—
 Tung Kee.
 HESPERIA, German steamer, 1,136, G. Peterson,
 17th Feb.,—Kutchinotzu 12th Feb., Coal.—
 Wing Kee & Co.
 HIMALAYA, British steamer, 514, W. R. Beedle,
 29th Jan.,—Yokohama 11th January, and
 Nagasaki 24th, 300 tons Coal, and 500 tons
 General.—Butterfield & Swire.
 HUNOARIAN, British steamer, Allison, 14th Feb.,
 —Melbourne 10th January, Sydney 19th,
 and Thursday Island 31st, Coal.—Geo. R.
 Stevens & Co.
 KWONG-SANG, British steamer, 988, Hogg, 20th
 Feb.,—Saigon 15th February, Rice.—Jar-
 dine, Matheson & Co.
 LIDO, British steamer, 620, T. Lewis, 8th Feb.,
 —Bangkok 29th February, Rice.—Hop
 King.
 LUZON, Spanish steamer, 321, Willamit, 27th
 Jan.,—Sual 27th January, Ballast.—Rem-
 edios & Co., London.
 MARBESA, British yacht, C. T. Kettlewell, 12th
 Feb.,—Fookchow 10th February.
 MINARD CASTLE, British steamer, 1,506, R.
 Skinner, 1st Feb.,—Nagasaki 27th January,
 Coals.—Adamson, Bell & Co.
 MINDANAO, Spanish steamer, 623, Fryer, 5th
 Feb.,—Manila 2nd February, General.—
 Dunn, Melbye & Co.
 NELSON, British steamer, 894, Thorn, 12th Feb.,
 —Saigon 4th February, Rice.—Geo. R.
 Stevens & Co.
 PING-ON, British steamer, 574, McCaslin, 12th
 Jan.,—Peking and Hohow 11th January,
 General.—Russell & Co.—Cosmopolitan
 Dock.
 POO-CHI, Chinese steamer, 540, F. Dunn, 14th
 Feb.,—Haiphong 10th February, and Ho-
 low 12th, General.—C. M. S. N. Co.
 ROSSLYN, British str., 1,049, John McKechnie,
 17th February,—Cardiff 31st December, and
 Singapore, Coal.—Jardine, Matheson & Co.
 SCOTIA, British steamer, 2,914, Wilson R. Cato,
 17th Feb.,—London 31st December, Tele-
 graph Cable Co.
 SEA GULL, American steamer, 48, Hayden,
 Nov. 24th, —China Traders' Insurance Co.
 SUMATRA, British steamer, 1,406, T. Fairclough,
 10th Feb.,—Yokohama 10th Feb., General.
 —P. & O. S. N. Co.
 TAMSUI, British steamer, 919, S. Valler, 20th
 Feb.,—Saigon 15th Feb., Rice.—Butterfield
 & Swire.
 TOO-NAN, Chinese steamer, 1,261, Road, 18th
 Feb.,—Swatow 17th Feb., General.—C. M.
 S. N. Co.
 VOLMER, Dutch steamer, T. Hintelmann, 9th
 Feb.,—Portland via Departure Bay, and
 Esquimalt 1st January, Coals.—Russell
 & Co.
 VORWAERTS, Austro-Hungarian steamer, 1,547,
 Eggar, 10th Feb.,—Trieste 1st January, and
 Singapore 13th February, General.—Mel-
 chers & Co.
 YOUTUNG, British steamer, 286, H. Kennett,
 June 23rd, —Quangai 19th June, General.—
 Kwok Aecheong & Sons.

SAILING VESSELS.

ALDEN BESSIE, American bark, A. Noyes, 22nd
 Dec.,—Portland, Oregon 12th Nov., Spars.
 —Melchers & Co.
 ALVA, Portuguese bark, 632, E. de Souza, 15th
 Jan.,—Rajang 9th Dec., Timber.—Brandao
 & Co.
 ANTONIUS, British bark, 1,014, E. T. Bunje,
 5th January,—Manila 27th December, Bal-
 last.—Order.—Kowloon Dock.
 ANTON GUTHER, German bark, 411, F. Stein-
 brugg, 8th Feb.,—Singapore 13th Dec.,
 Timber.—Melchers & Co.
 BARBAROSSA, German ship, 1,313, R. Kausch,
 12th Jan.,—Cardiff 4th August, Coal.—Mel-
 chers & Co.
 BILLY SIMPSON, British bark, 433, Brown, 9th
 Dec.,—Cebu 26th Nov., General.—Melchers
 & Co.
 B. F. CHERRY, American ship, 1,323, C. E.
 Humphrey, 15th Feb.,—Cardiff 9th Sept.
 Coal.—P. & O. S. N. Co.
 CHANDERNAGOR, Siberian bark, 682, Mercier,
 6th Feb.,—Manila 27th Jan., Ballast.—Car-
 lowitz & Co.
 CHAR. G. RICE, American bark, 715, A. W.
 Smart, 12th Jan.,—Newcastle, N.S.W., 18th
 November, Adamson, Bell & Co.
 COLOMBA, American bark, 853, Noyes, 5th Jan.,
 —Portland, Oregon 8th November, Lumber.
 —Melchers & Co.
 CONQUEST, American bark, 516, Carins, 20th
 Nov.,—Newcastle 22nd Sept., Coal.—Rus-
 sell & Co.
 CYPRUS, British ship, 1,392, Johnson, 11th Jan.,
 —Middlebro 4th August, Iron.—Russell
 & Co.
 C. B. HAZELTINE, American bark, 880, W.
 Gilkey, 4th Feb.,—Rio de Janeiro 9th Oct.,
 Petroleum.—Russell & Co.
 DANIEL, German bark, 479, P. Vogt, 12th Jan.,
 —Hamburg 27th July, General.—Melchers
 & Co.
 DEUTSCHLAND, German ship, 538, R. Kott, 7th
 Feb.,—Cardiff 25th September, Coal.—Me-
 sageries Maritimes.
 DORA, German ship, 1,259, H. Meyer, 22nd
 November, —Cardiff 1st July, Coal.—Ar-
 nold, Karberg & Co.
 DOROTHY, German ship, 1,016, G. Mehlhoe,
 8th Feb.,—Cardiff 4th Oct., Coal.—Siem-
 sen & Co.
 ERIK KOMIO, German bark, 456, A. Noyes, 27th
 Nov.,—Newchwang 16th Nov., Beans.—
 Siemssen & Co.
 FERDINAND, German bark, 416, Westergaard,
 18th Feb.,—Quinnion 2nd February, Salt.
 —Wieler & Co.

HONGKONG—SAILING VESSELS.

(Continued).

GERD HEYE, German bark, 576, E. Lodewigs,
 8th Feb.,—Newcastle, N.S.W., Coal.—Ed.
 Schellhass & Co.
 GLENVIEW, British 3-m. schooner, 283, D. Thom-
 son, 12th Jan.,—Manila 9th Dec., General.
 —Wieler & Co.
 GUARDIAN, American ship, 1,124, Fletcher, 3rd
 Feb.,—Newcastle, N.S.W., 8th Dec., Coals.
 —Arnold, Karberg & Co.
 HANS, German bark, 313, A. Thomson, 12th
 Jan.,—Chiofo 1st January, General.—Wieler
 & Co.
 HERBERT BLACK, American bark, 575, Treat,
 13th Dec.,—Nagasaki 5th Dec., Coal.—
 Russell & Co.—Kowloon Dock.
 HERMANN, German bark, 453, W. Pens, 10th
 Dec.,—Chiofo 28th Nov., General.—Wieler
 & Co.
 HIERONIMUS, German bark, Ipland, and Feb.,
 —Touren 19th Jan., Coals.—Wieler &
 Co.
 INGEBURG, German bark, 786, H. Ipland, 27th
 Jan.,—Manila 19th Jan., Ballast.—Wieler
 & Co.
 JAMES G. PENDLETON, American bark, 938, B.
 J. Colcord, 12th Jan.,—Nagasaki 3rd Jan.,
 Coal.—Russell & Co.
 JOHN SMITH, Amer. bark, 564, O. Kusel, 22nd
 Jan.,—Shanghai 18th January, Ballast.—
 Russell & Co.
 JOHN WORSTER, American bark, F. A. Hough-
 ton, 11th Feb.,—Newcastle, N.S.W., 19th
 Dec., Coal.—Ed. Schellhass & Co.
 LIVINGSTONE, German bark, 531, H. Steffens,
 14th Feb.,—Honolulu 12th December, Bal-
 last.—Siemssen & Co.
 LOUISA, German 3-m. sch., 245, Schierloch, 2nd
 Jan.,—Whampoa 31st Dec., General.—Ed.
 Schellhass & Co.
 MARIE, Ger. bk., 466, A. Weinronsky, 19th Jan.,
 —Hamburg 5th Sept., General.—Siemssen
 & Co.
 MARK WHITTRIDGE, American ship, 862, Geo.
 Freeman, 2nd Feb.,—New York 14th Sept.
 Kerosene Oil.—Kutz Bros.
 MINERVA, German brig, 216, P. Duhme, 20th
 Feb.,—Hollo 9th February, Sapanwood.—
 Melchers & Co.
 PRESIDENT SIMSON, British bark, 1,235, G.
 Scarlett, 31st Jan.,—Manila 23rd January,
 Ballast.—Jardine, Matheson & Co.
 ST. IDEUC, French bark, 388, J. Durand, 18th
 February, —Quinnion 1st Feb., Ballast.—
 Carlowitz & Co.
 SOPHOCLES, British ship, 1,190, Alex. Smith,
 4th Feb.,—Sydney 5th Dec., Coal.—Adam-
 son, Bell & Co.
 PROFESSOR NORDENSKJOLD, Norwegian 3-m.
 sch., 453, E. Jensen, 5th Feb.,—Newcastle,
 N.S.W., 21st December, Coal.—Russell &
 Co.
 TRI SINA, Austrian bark, 839, G. Cernkovich,
 4th Feb.,—Newcastle, N.S.W., 19th Dec.,
 1,117 tons Coal.—Siemssen & Co.
 WALLS CASTLE, British bark, 625, H. A. Brown,
 12th Feb.,—Pitogo 3rd Feb., Timber.—
 Lan & Co. & Co.
 WESPER, German bark, 916, H. Hellmers, 11th
 Jan.,—Cardiff 9th September, Coal.—Order.

CANTON.

NINGPO, British steamer, 761, R. Cass, 20th
 Feb.,—Shanghai 16th Feb., General.—
 Siemssen & Co.

WHAMPOA.

FANO, Danish brig, 227, M. N. Mortensen, 3rd
 Feb.,—Cebu 18th January, General.—Ed.
 Schellhass & Co.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston.—But-
 terfield & Swire.
 Ho-nam, British steamer, 1,377, T. Benning—
 Hongkong, Canton, & Macao Steamboat Co.
 Kiang-ping, Chinese steamer, 360, Holmes—
 C. M. S. N. Co.
 Kiu-kiang, British steamer, 617, A. Berning—
 Hongkong, Canton, & Macao Steamboat Co.
 Kiang-chow, British steamer, 159, Goggin—
 Hongkong, Canton, & Macao Steamboat Co.
 Pown, British steamer, 1,800, Hoyland—Hong-
 kong, Canton, & Macao Steamboat Co.
 Spark, British steamer, 140—Hongkong, Can-
 ton, & Macao Steamboat Co.
 White Cloud, British steamer, 527—Hongkong,
 Canton, & Macao Steamboat Co.
 Yot-sai, British steamer, 180, Lafavor—Hong-
 kong, Canton, & Macao Steamboat Co.

AMOY.

In Port on 14th February, 1883.
 Alex. Newton, British bark, 308 (Newton)—Boyd
 & Co.
 Andriolos, British bark, 400 (Murray)—Boyd &
 Co.
 Bride, British bark, 304 (Sutherland)—Russell
 & Co.
 Chloris, German bark, 334 (Matzen)—H. A. Pe-
 tersen & Co.
 Helene, German bark, 263 (J. Rieck)—H. A. Pe-
 tersen & Co.
 Pallas, German bark, 493 (Luders)—Pasdag &
 Co.
 Prince Arthur, British bark, 296 (J. Smith)—
 Russell & Co.
 Sophie, Swedish bark, 280 (Pehrsson)—H. A.
 Petersen & Co.

SHANGHAI.

In Port on 14th February, 1883.
 Anglo-Indian, British bark, 444 (Graham)—
 Rydall, Ringer & Co.
 Blackadder, British brig, 993 (Swensen)—Russell
 & Co.
 Channel Queen, British bark, (Lachew)—Chap-
 man, King & Co.
 Charley, British bark, 359 (Schroder)—Nils
 Moller.
 Chinghai, Chinese bark, 472 (Taylor)—C. M.
 S. N. Co.
 Cubana, British bark, 499 (Howard)—Jardine,
 Matheson & Co.
 Earl of Elgin, British bark, 979 (Morrison)—
 Farman & Co.
 Emma, German schooner, 219 (Michelsen)—Ed.
 Schellhass & Co.
 Ernst, German bark, 664 (Pundt)—Captain.
 Escort, American bark, 636 (Waterhouse)—
 Russell & Co.
 Guiding Star, British bark, 311 (Schnitzer)—
 Mackenzie & Co.
 Hedvig, British bark, 375 (Davey)—Nils Moller.
 Ino, German bark, 344 (Bohnen)—F. A. Bu-
 chard.
 Kolga, British bark, 541 (Kloeth)—Russell &
 Co.
 Marie Berg, German bark, 536 (Hindicks)—
 Captain.
 Minna, French bark, 456 (Davey)—Nils Moller.
 Omega, British bark, 480 (Brown)—Morris & Co.
 Perle, British bark, 400 (Kruze)—Nils Moller.
 Saturna, British bark, 364 (Lord)—Morris &